

Americans with Disabilities Act

Transition Plan

Adopted February 20, 2012

**Iowa Department of Transportation
800 Lincoln Way
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Chapter 1: Background

Americans with Disabilities Act (ADA) Legislation

ADA was signed into law Jan. 26, 1990, and became effective Jan. 26, 1992. ADA makes discriminating against people with disabilities unlawful.

ADA comprises several sections of the United States Code compiled into five subject areas referred to as titles:

- Employment (Title I).
- Public services (Title II).
- Public accommodations and services operated by private entities (Title III).
- Telecommunications (Title IV).
- Miscellaneous (Title V).

Title II has the broadest impact on the Iowa Department of Transportation (Iowa DOT), as it specifically covers programs, services, or activities relating to areas of public transportation and updating existing infrastructure. Title II requires the Iowa DOT to develop a transition plan to bring facilities into compliance with ADA. This document presents the transition plan the Iowa DOT has developed for pedestrian facilities within the right of way. It does not discuss ADA compliance for buildings.

Title II of ADA

Title II places emphasis on the accessibility of infrastructure within the public right of way. In order to achieve accessibility and consistency, public agencies are required to modify their policies, practices, and procedures to avoid discrimination without altering the fundamental nature of services, programs, or activities. Facilities required to be ADA compliant include:

- Sidewalks,
- Crosswalks,
- Bus stops,
- Pedestrian signals,
- Trails and shared use paths
- Railroad crossings
- Pedestrian ramps, and
- Any other feature related to the safe movement of pedestrians.

Defining ADA Compliance

Features will be considered ADA compliant when they meet the criteria outlined in the documents listed below.

- "U.S. Department of Justice's ADA Standards for Accessible Design" (2010).
- "Revised Draft Guidelines for Accessible Public Rights-of-Way" (2005).

Agencies Affected

All state and local governments with more than 50 public employees are required to prepare a self-evaluation of all roadways and pedestrian facilities within their jurisdiction and develop a transition plan for all noncompliant facilities.

Because the number of city employees can fluctuate from year to year, the Iowa DOT conducted a survey to determine the average population associated with 50 city employees.

The survey determined, as a general rule, cities with more than 5,000 people had more than 50 city employees and should have their own transition plans.

Many of the pedestrian features located on Iowa DOT right of way are owned and maintained by local governments. To avoid conflicts that may arise with local governments' transition plans, the Iowa DOT has elected to defer to local governments' transition plans in areas of joint jurisdiction rather than producing duplicate plans for those areas. The Iowa DOT's transition plan will focus on areas without joint jurisdiction and cities with populations of fewer than 5,000 people.

ADA Transition Plan

The purpose of the transition plan is to identify the steps the Iowa DOT will take to achieve ADA compliance for pedestrian facilities. These steps are:

1. Identify physical obstacles limiting the accessibility of programs or activities to individuals with disabilities (see Chapter 2).
2. Describe in detail the methods that will be used to make facilities accessible (see Chapter 3).
3. Develop a Schedule for achieving compliance (see chapter 4).
4. Identify the Iowa DOT's ADA coordinator who will be responsible for ADA compliance (see chapter 5).
5. Develop a grievance procedure to review complaints (see Chapter 6).
6. Initiate public involvement and provide community awareness (see Chapter 7).

The first 4 steps are the minimum requirements for a transition plan as set forth by 28 CFR 35.150. The remaining steps are additional requirements for achieving ADA compliance as set forth by Title II.

In addition to the above steps, the Iowa DOT will track and report on their progress (see Chapter 8).

To ensure ongoing compliance with ADA requirements, the Iowa DOT will perform periodic reviews of the plan and update as necessary.

Chapter 2: Features Inventory

To assist with preparing the transition plan, the Iowa DOT hired a consultant to identify and inventory all facilities affected by physical barriers limiting accessibility to individuals with disabilities. This inventory was completed summer of 2008. The consultant completed this task by compiling a database of curb ramps, signal call buttons, and sidewalks and noting the associated features affected by ADA. Figure 1 shows the general information collected. A count of sites by city is included in Appendix A.

General Information	
City: <input type="text" value="Lineville"/>	Number of Similar Intersections: <input type="text" value="0"/>
Route Type: <input type="text" value="US"/>	
Route Number: <input type="text" value="65"/>	
Intersection: <input type="text"/>	
Quadrant: <input type="text"/>	
Ramp Number: <input type="text" value="0"/>	PhotoNum: <input type="text"/>
GPS1: <input type="text"/>	
Sidewalk 4': <input type="text"/>	
GPS3: <input type="text"/>	
Sidewalk	
Sidewalk Location: <input type="text"/>	
<input type="checkbox"/> No differential elevation	
<input type="checkbox"/> Does not exceed the running grade of the roadway	
<input type="checkbox"/> Minimum 3' width	
<input type="checkbox"/> 5' passing areas located at least every 200'	
<input type="checkbox"/> Cross slope not exceeding 2%	
<input type="checkbox"/> No overhanging obstacles that would not be detected with a crane	
Special features nearby (School, park, etc.):	<input type="text"/>
Additional cost considerations:	<input type="text"/>
Comments:	<input type="text"/>
Curb Ramps	
Is the Ramp Passable: <input type="text"/>	
<input type="checkbox"/> Present	
<input type="checkbox"/> Less than 8.3% running slope	
<input type="checkbox"/> Curb lip not exceeding 8.3%	
<input type="checkbox"/> Detectable warnings present	
<input type="checkbox"/> Detectable warnings perpendicular to pedestrian traffic and less than 8" from back of curb at closest point	
<input type="checkbox"/> Width of 4' or greater	
<input type="checkbox"/> Cross slope not exceeding 2%	
<input type="checkbox"/> Level 4'x4' turning pad is provided at the top of the ramp	
<input type="checkbox"/> Level 4'x4' turning pad is provided at the bottom of the ramp	
Signals <input type="checkbox"/> SignalPresent	
<input type="checkbox"/> Pedestrian call buttons between 24" and 48" high	
<input type="checkbox"/> Sidewalk no farther than 18" from pedestrian call buttons	
<input type="button" value="New Ramp"/> <input type="button" value="New Intersection"/> <input type="button" value="Save and Close"/>	

Figure 1: Screen shot of information collected.

Chapter 3: Design and Construction Guidance

Federal code requires:

- New facilities be designed and constructed such that they are “readily accessible to and usable by individuals with disabilities.”
- Existing facilities be altered such that “the altered portion of the facility is readily accessible to and usable by individuals with disabilities.”

The focus of this chapter is on guidance to:

- Ensure new pedestrian facilities are designed and constructed to be ADA compliant, and
- Bring existing pedestrian facilities into compliance with ADA.

This chapter also addresses ADA compliance for pedestrian facilities during construction.

New Pedestrian Facilities

To assist both designers and contractors, the Iowa DOT will provide guidance for designing and constructing ADA compliant pedestrian facilities.

Guidance for Designers

The Iowa DOT has published specific instructions in Chapter 11A of the Design Manual to assist designers with designing ADA compliant facilities. The guidance is updated as new information from the U.S. Access Board, U.S. Department of Justice, and Federal Highway Administration (FHWA) is released.

Guidance for Contractors

To assist contractors with building ADA compliant facilities, the Iowa DOT will provide them with detail plan sheets for laying out curb ramps and landings. In addition, the Iowa DOT will modify their Standard Specifications when necessary to comply with changes to design standards.

Existing Pedestrian Facilities

Existing pedestrian facilities will be brought into ADA compliance by:

- Installing or replacing out of compliance features such as curb ramps and landings,
- Installing or replacing detectable warnings, and
- Verifying other features such as sidewalk widths, slopes, surfaces, and changes in level do not violate guidelines.

The same guidance provided above for new facilities will apply to improving existing pedestrian facilities. These improvements will be accomplished either as part of proposed construction projects or as ADA-specific projects. All improvements within the scope and limits of proposed construction projects will be completed with the project. ADA-specific projects will be developed based upon the funding approved by the Iowa Transportation Commission in the State Transportation Improvement Program.

Part of Proposed Construction Projects

The Iowa DOT currently has an ongoing effort to construct and rehabilitate curb ramps and sidewalks at numerous locations within the state’s public right of way. Typically, the

rehabilitation activities involve projects such as overlays and rehabilitation projects, in addition to full reconstruction, utility work, and beautification projects. During these projects, pedestrian access areas will be improved according to ADA requirements.

In order to address ADA accommodation early in the process, the project concept memorandum will include a section/paragraph on ADA accommodation requirements for the project. The project concept memorandum develops alternatives and recommends (after a two- to four-week review period) a final alternative to carry forward into preliminary design. Project development begins with the completion of the project concept memorandum issued by the Office of Design, Office of Location and Environment, or one of the six district offices.

ADA accommodation is considered throughout the development process beginning with the project concept and continuing through final design. This includes working with local officials on design considerations and cost sharing when applicable.

ADA-specific Projects

ADA-specific projects are those specifically designed and funded for ADA improvements. ADA-specific projects for public rights of way will include improvements required to eliminate non-ADA compliant features.

ADA Compliance during Construction

When pedestrian facilities are disrupted during construction, a pedestrian traffic control plan should be prepared for the project. Any detour routes and open walkways (or sidewalks) should provide accessibility to at least the level of the route prior to construction.

Possible mitigation where ADA accommodations need to be provided during project construction could include:

- Install temporary hot-mix asphalt sidewalk at the required slopes.
- Install pedestal pedestrian push-buttons so they can be moved around when needed (include sound for the blind or visually impaired).
- Place temporary barriers or ADA compliant channelizing devices to channel pedestrians.
- Stage construction work on one-half of the crossing at a time.

Additional steps to consider include:

- Detour pedestrians to the next block to avoid the construction area. This could include a change order to use flaggers to keep pedestrians on the detour.
- Place closures at the sidewalks. Notify advocacy agencies of the closures as required by Section 2528 of the Standard Specifications.
- Install temporary sidewalk.
- Install traffic control devices to channel pedestrians through the construction zone when a detour is not needed.
- Stage the work to minimize the impact to pedestrians and accelerate sidewalk construction.

Chapter 4: Implementation and Schedule

Upgrades to meet ADA requirements can be part of regularly scheduled improvements or maintenance projects, or can be ADA-specific projects.

The Iowa DOT **will not** participate in the funding of curb ramps and sidewalks:

1. If a City or County initiates an ADA-specific project to address ADA compliance on streets within their jurisdiction and the streets involved in the project do not intersect a primary road or primary road extension.
2. If the project is solely for a sidewalk or shared use trail.
3. On projects involving new or existing alignment if there is no previously existing sidewalk present at the time of construction.

The Iowa DOT **may** participate in the funding of curb ramps and sidewalks:

1. If a City or County initiates an ADA-specific project to address ADA compliance on streets within their jurisdiction and the street(s) involved intersect a primary road or primary road extension.
2. On the street(s) intersecting a primary road or primary road extension on which the Iowa DOT has initiated a rehabilitation project that does not affect the side street.

The Iowa DOT **will** participate in the funding of curb ramps and sidewalks:

1. If the rehabilitation\widening\reconstruction project on a primary road impacts the curb ramp(s) or pedestrian crossing.
2. When the Iowa DOT initiates a project to address ADA compliance on roadways within its jurisdiction.

Funding Sources

ADA improvements incorporated into projects other than ADA-specific projects will be considered project costs. They are funded according to Iowa Administrative Code, FHWA rules, and specific project agreements. Applicable Iowa Code chapters include Chapters 306, 312, and 313. Chapter 761-150(306) of the Iowa Administrative Code discusses construction and maintenance costs on Primary road extensions.

ADA-specific projects will typically be funded by primary road funds. They are shown as a line item for ADA public rights of way improvements in the Iowa DOT's Five-Year Program (not as individual projects, but as a line item per year). This plan assumes available funding levels for ADA-specific projects. However, the Iowa Transportation Commission will officially set that value upon approval of the Five-Year Program. The schedule contained within this plan will be adjusted accordingly.

Cost Sharing and Assigned Responsibilities

The costs of sidewalk construction, including associated curb ramps, are often a shared responsibility along primary highways. Iowa Code Chapters 306 and 313 include provisions for co-jurisdiction of primary road extensions within cities. The guidance below assumes ADA compliance is technically feasible; routine maintenance activities do not require ADA

improvements; sidewalk or trail facilities are warranted; and the intent is to correct non-compliant issues within programmed projects. In addition, it applies only to ADA improvements within public rights of ways and to construction costs only (not future maintenance or other responsibilities). It does not apply directly to overpasses and underpasses – separate guidance will be used for accommodation on structures.

For ADA-specific projects, as defined within this plan, the Primary Road Fund contribution for ADA improvements on the primary road system, including intersections of primary roads with side roads, may be up to 100%. This includes ADA-specific projects on primary roads that are part of local jurisdiction transition plans.

Projects on non-primary road systems shall not receive Primary Road Fund contributions.

Consistent with Iowa Administrative Code 761-150.4(3), ADA improvements where there is no existing sidewalk are not eligible for Primary Road Funds. Also, ADA improvements associated with shared use trail projects may be eligible for several different trail funding programs (Safe Routes to School, Transportation Enhancements, Federal Recreational Trails, State Recreational Trails); however, they are not eligible for Primary Road Funds. Primary Road Funds may be applied in correcting non-compliant ADA items on trails impacted by programmed or ADA-specific projects using the guidance given previously for such projects. Policies may differ on Trails of Statewide Significance.

Priorities

The ADA improvement needs described in Chapter 2 require prioritization in order to meet budget and development restraints. The document titled “ADA Transition Plans: A Guide to Best Management Practices” was used as a basis for setting priorities. This guide was prepared for the American Association of State Highway Transportation Officials (AASHTO) through the National Cooperative Highway Research Program to provide guidance to state highway agencies for developing transition plans for complying with the ADA’s administrative requirements. Cities with more than 50 city employees are assumed to set their own priorities as part of their transition plans.

The priorities shown in Table 1 will be applied to the ADA deficiencies within state right of way.

Table 1: Non-compliant Facility Improvement Priority

Priority	Existing Situation	Number of Non-compliant Curb Ramp Locations
1	Absent pedestrian ramps near a hospital, school, transit stop, or governmental facility. Consideration also given to do adjacent non-compliant facilities*	446
2	Absent pedestrian ramps other than priority one and where there are existing sidewalks. Consideration also given to adjacent non-compliant facilities*	1773
3	Absent midblock ramps where striped crosswalks (but no existing sidewalks) exist. Consideration also given to adjacent non-compliant facilities*	28
4	There is one curb ramp per corner & another is needed to serve other crossing direction. Consideration also given to adjacent non-compliant facilities*	196
5	All other existing non-compliant ramps. Consideration also given to adjacent non-compliant facilities*	4302
6	Non-compliant push buttons	Not tabulated

7	Remaining non-compliant sidewalks and driveways	Not tabulated
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*Non-compliant facilities could include ramps, sidewalks, and pedestrian buttons.

Implementation Plan and Schedule

Identified ADA public rights of way improvements within a project included in the approved Five-Year Program will be completed as part of such projects. Other identified ADA public rights of way improvements will be included in ADA-specific projects and prioritized based on Table 1 shown above, and scheduled based on the available funding.

The following implementation strategy for ADA-specific projects is proposed. Projects will generally be divided into district-wide projects.

Priority 1 Improvements

The distribution of funding by district will be at approximately the same proportionate ratios as the dollar value of Priority 1 needs. For example, if the estimated costs of the Priority 1 improvements in District 6 are 17 percent of the estimated costs for Priority 1 improvements statewide, then 17 percent of the funding during the Priority 1 implementation stage would be programmed in District 6.

Priority 2-5 Improvements

Priority 2-5 improvements will be divided proportionally by Priority 2-5 costs per district, similar to the Priority 1 distribution. Weighted averages will be calculated to determine priority rankings for cities. For example, if a city has three locations rated as priority 2 and seven locations rated as priority 5, the weighted average would be:

$$\frac{(3 \text{ locations} \times \text{priority } 2) + (7 \text{ locations} \times \text{priority } 5)}{10 \text{ total locations}} = \frac{6 + 35}{10} = 4.1 \text{ priority ranking for the city}$$

The intent is to have all Priority 2-5 work in a city completed under a single project. Each district would use those priorities as guidance in developing their ADA-specific project program. The intent is to allow flexibility to coordinate with other projects and consider geographic distributions, staff capacity, local jurisdiction plans, and other issues with the expectation to follow policy guidance where feasible.

Priority 6 Improvements

Priority 6 improvements would be included if within the same intersection as a Priority 2-5 improvement. If Priority 6 needs remain after completion of the Priority 2-5 improvements, they will be prioritized at a date nearer to implementation.

Priority 7 Improvements

Priority 7 improvements not addressed by programmed projects and still remaining after completion of priority 1-5 improvements will be prioritized at a date nearer to implementation.

The following is the estimated schedule for ADA-specific projects:

State Fiscal Year	Funding	Remarks
2012	\$2,000,000	In approved 2012-2016 Program
2013	\$2,000,000	In approved 2012-2016 Program
2014	\$2,000,000	In approved 2012-2016 Program
2015	\$2,000,000	In approved 2012-2016 Program
2016	\$2,000,000	In approved 2012-2016 Program
2017	\$3,500,000*	
2018 - 2020	\$4,000,000*	Per year for 3 years
2021	\$5,000,000*	
2022 - 2025	\$5,000,000*	Per year for 4 years

*Tentative. Based on the Transportation Improvement Program, updated annually. The schedule will be updated accordingly to reflect new funding levels.

The schedule and priorities shall be tracked, reviewed, and adjusted as described in Chapter 8.

Chapter 5: ADA Coordinator

The Iowa DOT's Civil Rights Coordinator also serves as its ADA coordinator. The contact information for this person is:

Iowa Department of Transportation
Office of Employee Services – Civil Rights
ADA Coordinator
800 Lincoln Way
Ames, Iowa 50010
515-239-7970.

This person will coordinate and monitor progress; however, many throughout the Iowa DOT will contribute to the overall ADA compliance process.

Chapter 6: Grievance Procedure to Review Complaints

The Iowa DOT is required to adopt and publish procedures for resolving complaints arising under ADA's Title II. The procedures are intended to set up a system for resolving complaints of disability discrimination in a prompt and fair manner. Appendix B contains the form used to review complaints.

Chapter 7: Public Involvement and Community Awareness

The Iowa DOT has developed a website with information explaining the ADA accessible sidewalk program. The site will also include:

- A project list and project updates with photographs, when available.
- Contact information for the ADA compliance coordinator.
- A link to the complaint procedure that has been developed and will be maintained by the Iowa DOT's Civil Rights Coordinator.
- A link to the Iowa DOT's Comment Form.
- A link to the Title VI/ADA brochure.
- A link to the Title VI website (the Title VI website will also have a link to this ADA website).

When the website is launched, the Iowa DOT will distribute a news release promoting the new website.

The Iowa DOT will distribute the transition plan to the following for comment and review:

- Department of Human Rights.
- Department of Vocational Rehabilitation.
- Department of the Blind.
- Other civil rights organizations in the state.
- Metropolitan Planning Organizations and Regional Planning Affiliations

A cover letter will be included explaining the transition plan. Reviewers will submit their comments to the ADA Coordinator in the Office of Employee Services. Comments received within 30 days will be considered for further action.

The Iowa DOT will include an annual notice in the Weekly Letting Report of the ADA-specific projects. This will notify contractors, counties, cities, and other interested parties of the plans for the upcoming construction season. The notice will include why this effort is being made, projects to be let through the regular letting process, and anticipated letting dates for the contractors' planning purposes. The Iowa DOT's letting process provides for local public notification of all projects, including ADA-specific projects.

The Iowa DOT will develop a Title VI brochure to be distributed at all public meetings held by the Public Involvement Section in the Office of Location and Environment.

Chapter 8: Monitoring and Progress Report

The Iowa DOT will use the following process to monitor construction projects and track ADA compliance:

- Ensure standards are up to date according to ADA requirements for compliance defined in Chapter 1.
- Monitor construction activities to ensure they comply with applicable standards.
- Track progress.

Ensure Standards are up to Date

The Iowa DOT is continually reviewing design guidance and standards and making necessary changes to comply with the ADA requirements for compliance defined in Chapter 1. When necessary, the Standard Specifications are revised to reflect changes in design guidance and standards.

Monitor Construction Activities

Curb ramps need to be constructed properly and in compliance with all applicable codes and standards. Therefore, the ongoing monitoring of construction activities and reporting of the status of improvements is important in assuring an effective overall program.

Track Progress

The Iowa DOT established a baseline of existing pedestrian crossing locations by documenting the types of existing curb ramps and identifying ADA compliance deficiencies. This was accomplished by field inspection or using remote sensing technology such as aerial or satellite photography. This inventory is stored in a geospatial database. This allows thematic map displays to be created to show the locations of transition areas and their corresponding level of ADA compliance.

To track progress, surveys and inspections will be continued on a regular basis and the results compared to the baseline. The goal is for inspections to be updated every two to three years depending on the need. These inspections will be based upon the most up to date ADA requirements. Information will be added to the database when new curb ramps are constructed. The tracking procedure will inventory curb ramps, signal push buttons, sidewalks, etc. and track dollars spent. The database will also provide a suitable mechanism for performance measurement.

Projects will typically fall into one of two categories: as a complete ADA-specific project, or as part of a non ADA-specific project. In the case of non ADA-specific projects, specific bid items will be used to track the work for ADA compliance. Otherwise, ADA-specific projects will be listed in the Iowa DOT's Five-Year Program.

Appendix A

List of Affected Facilities

The following pages include a summary of affected intersections by city. The full list of facilities is available at www.iowadot.gov/ADATransition.

Number of Intersection Requiring ADA Upgrades (by City)

Ackley	4	Bellevue	26	Clarence	9	Donnellson	3
Adair	1	Belmond	4	Clarion	13	Dow City	2
Adel	13	Bennett	1	Clarksville	14	Dunkerton	5
Afton	7	Benton	1	Clearfield	1	Dunlap	13
Ainsworth	1	Bevington	1	Clermont	7	Durango	1
Akron	5	Birmingham	6	Coggon	1	Dyersville	7
Albia	20	Blairsburg	1	Colesburg	1	Dysart	1
Albion	8	Bloomfield	10	Colfax	10	Eagle Grove	15
Alleman	1	Blue Grass	1	Collins	3	Earling	1
Allison	1	Bondurant	1	Colo	1	Early	3
Alta	1	Boxholm	3	Columbus Junction	1	Eddyville	1
Alton	7	Boyden	1	Conesville	4	Edgewood	7
Andrew	2	Braddyville	1	Coon Rapids	1	Eldon	10
Anita	8	Brayton	1	Coppock	1	Eldora	17
Anthon	1	Brighton	2	Corning	11	Eldridge	1
Aplington	9	Britt	1	Correctionville	8	Elk Horn	8
Arion	1	Brooklyn	1	Corwith	1	Elkader	8
Arispe	1	Buffalo	7	Corydon	14	Ellsworth	1
Arlington	7	Buffalo Center	2	Cotter	1	Emerson	1
Armstrong	6	Calamus	1	Cresco	8	Emmetsburg	28
Arnolds Park	14	Calmar	15	Cylinder	1	Epworth	1
Arthur	1	Camanche	1	Dallas Center	4	Evansdale	1
Ashton	1	Carlisle	2	Dana	1	Exira	1
Atalissa	1	Carson	1	Danbury	1	Fairbank	12
Auburn	4	Carter Lake	1	Danville	1	Fairfax	1
Audubon	5	Cascade	24	Davis City	2	Farley	1
Aurelia	1	Castalia	3	Dayton	10	Farmington	9
Avoca	13	Castana	1	De Soto	1	Fayette	2
Bagley	1	Center Junction	1	Decatur City	1	Floyd	2
Baldwin	3	Center Point	1	Dedham	1	Fontanelle	8
Bancroft	1	Central City	1	Deep River	3	Forest City	4
Bassett	1	Chariton	20	Delaware	1	Fort Atkinson	4
Batavia	1	Charlotte	3	Delhi	5	Fredericksburg	10
Battle Creek	5	Charter Oak	1	Delmar	5	Fremont	7
Bayard	1	Chatsworth	1	Deloit	1	Garnavillo	7
Beaver	1	Chester	2	Delta	5	Garner	1
Bedford	13	Churdan	3	Denver	1	Gilman	3
Belle Plaine	14	Cincinnati	8	Dike	1	Gilmore City	3

Number of Intersection Requiring ADA Upgrades (by City)

Gladbrook	1	Humboldt	2	Lime Springs	1	Milford	13
Glidden	1	Humeston	6	Lineville	6	Millville	1
Goldfield	1	Huxley	6	Lisbon	1	Milton	1
Goodell	1	Ida Grove	2	Logan	7	Minburn	3
Goose Lake	1	Inwood	9	Lohrville	4	Missouri Valley	13
Graettinger	1	Jackson Junction	1	Lorimor	2	Mitchellville	1
Grand Junction	1	Janesville	1	Lost Nation	1	Mondamin	4
Grand Mound	1	Jefferson	20	Lovilia	1	Monmouth	2
Granger	1	Jewell Junction	7	Lowden	1	Monona	1
Grant	1	Kalona	3	Luana	1	Monroe	11
Granville	4	Kellerton	1	Lucas	1	Montezuma	15
Greeley	5	Kellogg	2	Luther	1	Monticello	25
Greene	1	Kensett	1	Luxemburg	2	Moorhead	1
Greenfield	11	Keosauqua	11	Lytton	4	Moorland	1
Griswold	15	Keswick	5	Madrid	21	Moravia	1
Grundy Center	18	Kimballton	4	Magnolia	1	Morning Sun	1
Guthrie Center	23	Kingsley	1	Malcom	1	Morrison	1
Guttenberg	1	Kinross	2	Manly	3	Moulton	9
Hamburg	17	La Porte City	7	Manning	4	Mount Ayr	2
Hamilton	1	Ladora	6	Manson	1	Mount Vernon	13
Hampton	31	Lake City	16	Mapleton	7	Moville	4
Hancock	1	Lake Mills	9	Marcus	3	Nashua	10
Hanlontown	1	Lake View	1	Marengo	8	New Albin	2
Hartley	5	Lambs Grove	1	Marne	1	New Hampton	24
Hastings	1	Lamoni	19	Marquette	3	New Hartford	1
Havelock	1	Lamont	1	Martelle	1	New Liberty	7
Hawarden	18	Lansing	11	Martensdale	1	New London	1
Hazleton	3	Larchwood	4	Martinsburg	4	New Sharon	16
Hedrick	3	Larrabee	1	Maxwell	9	New Vienna	7
Hinton	4	Latimer	1	Maynard	6	Newell	1
Holstein	6	Laurel	3	Maysville	3	Nichols	7
Holy Cross	1	Laurens	1	McGregor	12	North English	1
Hopkinton	8	Lawler	2	Mechanicsville	1	Northwood	12
Hornick	1	Lawton	1	Mediapolis	1	Oakland	12
Houghton	1	Le Claire	9	Merrill	1	Ocheyedan	1
Hubbard	1	Le Grand	1	Meservey	1	Odebolt	2
Hudson	1	Leland	1	Middletown	1	Ogden	1
Hull	1	Leon	20	Miles	1	Olds	7

Number of Intersection Requiring ADA Upgrades (by City)

Olin	9	Reinbeck	5	Slater	3	Vail	3
Onawa	14	Remsen	6	Sloan	1	Van Wert	1
Onslow	5	Riceville	6	Smithland	6	Ventura	1
Orient	5	Richland	1	Soldier	1	Villisca	1
Osage	23	Rickardsville	1	Solon	10	Wahpeton	1
Osceola	27	Ridgeway	1	South English	5	Walcott	1
Ossian	9	Rippey	1	Spirit Lake	26	Walford	1
Oto	1	Riverdale	2	Springville	1	Wallingford	1
Owasa	1	Riverside	10	St. Ansgar	6	Walnut	2
Oxford Junction	11	Rock Rapids	17	St. Donatus	1	Wapello	1
Panama	1	Rock Valley	1	Stanhope	9	Washta	1
Panora	14	Rockwell	1	Stanton	1	Waukon	27
Parkersburg	9	Rockwell City	8	Stanwood	7	Wayland	3
Parnell	3	Rolfe	7	State Center	1	Webster	4
Patterson	1	Rudd	1	Story City	1	Wellman	3
Paullina	6	Ruthven	1	Stratford	3	Wesley	1
Peosta	1	Ryan	1	Strawberry Point	14	West Bend	1
Persia	1	Sabula	4	Stuart	1	West Branch	1
Peterson	6	Sac City	14	Sumner	16	West Burlington	1
Pisgah	4	Sageville	1	Superior	3	West Liberty	24
Plainfield	3	Sanborn	6	Sutherland	2	West Okoboji	1
Pocahontas	11	Sandyville	2	Swea City	6	West Union	8
Polk City	1	Schaller	3	Tabor	7	Westfield	1
Pomeroy	1	Schleswig	1	Tama	18	Westside	3
Portsmouth	1	Scranton	2	Thompson	1	What Cheer	13
Postville	14	Searsboro	1	Thornton	1	Wheatland	1
Prairie City	8	Sergeant Bluff	1	Tiffin	3	Williamsburg	8
Preston	5	Shambaugh	1	Tipton	17	Wilton	1
Primghar	12	Sheffield	1	Toledo	8	Windsor Heights	16
Princeton	4	Shelby	1	Traer	15	Winfield	1
Promise City	3	Sheldon	21	Treynor	3	Winterset	1
Pulaski	6	Shell Rock	1	Tripoli	12	Wiota	1
Quimby	1	Shueyville	1	Turin	1	Woodward	10
Radcliffe	1	Sibley	1	University Park	1	Worthington	3
Ralston	1	Sigourney	19	Urbana	1	Wyoming	10
Redding	1	Sioux Rapids	1	Ute	7	Zwingle	1
Reinbeck	5	Slater	3	Vail	3		

Appendix B Complaint Form



**Title II of the Americans with Disabilities Act
Section 504 of the Rehabilitation Act of 1973
Accessibility Complaint Form**

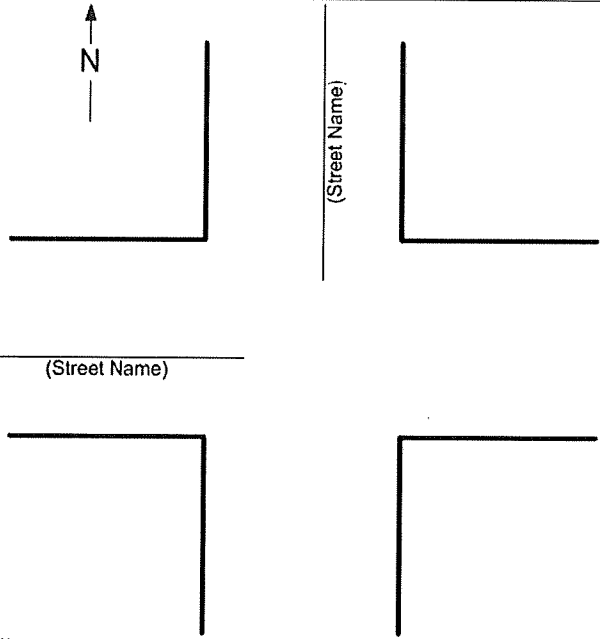
This Complaint Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 (ADA). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by the Iowa Department of Transportation (Iowa DOT) or a local public agency in Iowa when it is related to vehicular or pedestrian transportation. The Iowa DOT's Personnel Policy governs employment-related complaints of disability discrimination.

Please provide the following information necessary in order to process your complaint. A formal complaint must be filed within 180 days of the occurrence of the alleged discriminatory act. Assistance is available upon request. Please contact Iowa DOT Office of Employee Services – Civil Rights at (515) 239-1921.

Complainant		
Last Name	First Name	
Mailing Address	City/State	Zip Code
Telephone (available between 8:00 am and 4:00 pm Mon - Fri)	Email Address	
Person Discriminated Against (if other than complainant)		
Last Name _____ First Name _____		
Address _____		
City _____ State _____ Zip Code _____		
Government, organization, or institute that you believe discriminated against you:		
Name _____ Address _____		
City _____ County _____ State _____ Zip Code _____		
Telephone Number _____		
Date discrimination occurred _____		
Describe the acts of discrimination including the name(s), if possible, of the individual(s) who discriminated against you (use additional pages if necessary):		

If applicable, what is the location of the non-accessible feature?

Please provide comments, suggestions, or other information that may assist us in providing a better service to you:



Please mark with an "X" on the above diagram the location(s) where you believe there is a curb ramp issue.

If applicable, description and exact location of non-accessible feature:

Have efforts been made to resolve this complaint through the internal grievance procedure of the government, organization, or institution? Yes____ No____ If yes, what is the status of the grievance?

Has the complaint been filed with another bureau of the Department of Justice or any other Federal, State, or local Civil Rights Agency or Court?

Agency/Court_____ Contact Name_____

City_____ County_____ State_____ Zip Code_____

Date Filed_____ Telephone Number_____ Status:

Do you intend to file with another agency or court? Yes____ No____ If yes, which agency or court?

Additional comments

Complainant Signature

Date

Mail completed form to: Iowa Department of Transportation
Office of Employee Services – Civil Rights
ADA Coordinator
800 Lincoln Way
Ames, Iowa 50011

Or

Fax to: 515-239-1175
Email: walter.reed@dot.iowa.gov

For Official Use Only

Date Complaint Received: _____

Referred to: _____ Division _____

Date Referred: _____

The Iowa Department of Transportation (DOT) has prepared its ADA Transition Plan to meet Federal ADA regulations set forth in 28 CFR part 35.150. Additional steps for achieving ADA compliance are set forth by Title II. To continue receiving Federal financial assistance appropriated under Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA LU), the Iowa DOT must comply with these regulations.

The purpose of the transition plan is to identify the steps the Iowa DOT will take to achieve ADA compliance for pedestrian facilities. Consistent with requirements of 28 CFR part 35.150 and Title II, it is the policy of the Iowa DOT to ensure ongoing compliance with ADA requirements. To accomplish this objective, the Iowa DOT took the following actions:

1. Identified physical obstacles limiting the accessibility of programs or activities to individuals with disabilities (see Chapter 2).
2. Described in detail the methods that will be used to make facilities accessible (see Chapter 3).
3. Developed a schedule for achieving compliance (see chapter 4).
4. Identified the Iowa DOT's ADA coordinator who will be responsible for ADA compliance (see chapter 5).
5. Developed a grievance procedure to review complaints (see Chapter 6).
6. Initiated public involvement and provided community awareness (see Chapter 7).

This policy statement has been distributed to all offices of the Iowa DOT, as well as to all contractors, sub-contractors and vendors that perform work on U.S. DOT-assisted contracts. The statement will also be published in *The Des Moines Register*.



Paul Trombino III, Director
Iowa Department of Transportation


Date